

**AERONAUTICAL CHARTING FORUM**  
**Instrument Procedures Group**  
**Meeting 04-01 – April 28-29, 2004**  
**History Record**

**FAA Control # 04-01-252**

**Subject: ADF Required Equipment Notes**

**Background/Discussion:** Many U.S. FAA SIAPs for conventional ILS Precision and Non-Precision approach procedures include the equipment restriction note “ADF required.” The wording of the note is decades-old and does not adequately recognize newer alternate methods of identifying aircraft position. Some large commercial operators no longer equip their airplanes with ADF receivers. This is based on certified RNP capabilities as well as allowable or substitute means of determining aircraft position.

The current unconditional restriction to use ADF equipment causes unnecessary confusion for operators and for pilots. The FAA should modify ADF equipment notes to recognize approved alternate or substitute means of determining aircraft position.

**Recommendations:** The ATA FMS/RNAV Task Force and the ATA Chart & Data Display Committee both recommend the FAA modify the wording of ADF equipment notes. Three options are presented for consideration:

- 1) “ADF or equivalent capability required.”
- 2) “ADF or equivalent position identification capability required.”
- 3) “ADF or position identification of (named fix/navaid) required.”

The ATA Chart & Data Display Committee recommends the note be easily understood by pilots. For example, the term “equivalent capability”, on its own, (option 1) might not be easily understood.

**Comments:** The subject was originally presented to the ATA FMS/RNAV Task Force by the Boeing Company. The Task Force's Chart & Database Compatibility Subcommittee reviewed the proposal, and coordinated with the ATA's Chart & Data Display Committee. The recommendation was endorsed by both the FMS/RNAV TF and the CDDC, to be carried forward for presentation to the FAA for consideration.

**Submitted by:** Ted Thompson - on behalf of the Air Transport Association's  
FMS/RNAV Task Force and Chart & Data Display Committees

**Organization:** Jeppesen, Inc.

**Phone:** 303-328-4456

**FAX:** 303-328-4123

**E-mail:** Ted.Thompson@Jeppesen.com

**Date:** April 7, 2004

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**Initial Discussion – Meeting 04-01:** Ted Thompson, Jeppesen, presented this issue on behalf of the Air Transport Association (ATA) FMS/RNAV Task Force and Chart & Data Display Committee (CDDC). ATA is concerned that the equipment restriction note “ADF

required" is decades old and does not adequately recognize newer alternate methods of identifying aircraft position. Some large commercial operators no longer equip their airplanes with ADF receivers. Alternative wording was suggested. Vinny Chirasello, AFS-410, responded that current AIM guidance is explicit in exactly what can be used to substitute for ADF. Brad Rush, AVN-101 stated that equipment requirement notes are a documented part of the procedure and formal amendments would be required to change them. Avoiding the amendment process was included in the rationale to publish the substitution guidance in the AIM. Randy Kenagy, AOPA, added that if the note was changed, clear guidance must be published on exactly what equipment could be used. Ed Ward, Southwest Airlines, briefed a recent instance at Buffalo, NY where ATC would not clear the aircraft for an ILS approach when the NDB was out, even after the pilot advised he was capable of GPS substitution (AIM paragraph 1-1-19-f). Discussion led the group to believe that this was an isolated controller education issue. The group consensus was to leave the issue alone. [Issue Closed](#).

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